

SIX DOLLARS
PEP. QUARTER

Shipping.

1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 26

Professor J. E. Thorold Rogers, Professor of Political Economy, Oxford, is dead.
LONDON, October 14th.
It is officially stated here that British gunboats have ascended the Zambezi notwithstanding the protest of the Portuguese authorities.

MILBOURNE, October 15th.
Sir Henry Parkes, Premier of New South Wales, speaking in the Sydney Parliament, said that the strike was as disastrous to the colony as a bombardment, and that the country would suffer less at the hands of an enemy.

TIENTSIN AND TAKU.

(FROM OUR CORRESPONDENT.)

October 22nd, 1890.
On the afternoon of the 22nd instant, the steamship *Fitching*, while bound out over Taku Bar, got on shore on the South Bank, nearly half-way between the Inner Buoy and the Black Buoy. The wind was strong from the N.E. and the tide that day was 11 feet 6 in. Up to the present time she has not been got off, although every effort has been made to do so. Her cargo has been discharged, coal taken out, cable chains run out, and two tow-boats towing, but all no use. On the night of the 20th and morning of the 21st the Company's steamship *Scima* and *Kai Tai* were towing at her, but no use, as the water on the Bar was only 10 feet. She is not likely to get off until the spring tides. The steamship *Scima* will take on her cargo and passengers to-day.
Mr. W. Grant, superintendent of the Imperial Naval Dock at Taku, has been sent to Port Arthur for the purpose of docking one of the men-of-war at the New Docks at that port. This will be the first vessel to be docked in that place.—*Mercury*.

HOW THE CHINAMAN WILL CONQUER.

The *Bulletin* publishes a long and interesting letter from a half-Chinese gentleman from which it makes the following extracts:—
Your leader of 26th July bears the heading "Will the Chinese overrun the world?" Now, although your power is on anti-Chinese lines, and I, your truly, am a half-Chinese, you might like to become acquainted with my opinions on the subject if I state them concisely. I take no notice of the fact that the usual signs bestowed on Chinamen in your semi-serious paragraphs are "leper," "heathen," "Chow," etc., because, firstly, you write good and sensible letters, and, secondly, the above journal may well hurl at the Chinaman will affect their future just about as much as the barking of a dog at the moon influences a tidal wave. If I have read the article in question right, you assume the position to be this—That the Chinese are bound to mix with the other races of the earth: will the fusion be the result of a Chinese conquest or a conquest of the Chinese, or will it be effected gradually and peacefully? My opinion is that the inevitable fusion will be effected partly by a Chinese conquest, and in a greater degree peacefully and quietly.
The Chinese have been, and are still, at the bottom, an essentially warlike and conquering people. The ideas entertained by Europeans 30 or 40 years ago that Chinese were useless as soldiers have now been dispelled. Read any of the books bearing on and treating of the Taping Rebellion, or the late Franco-Chinese war, and you will cease to doubt that Chinese soldiers are made of stern stuff. Gordon thought them and found them to be of first-class quality. And does not the fear—ever growing among European nations—that the Chinese will yet enter on a career of conquest, spring from an instinctive recognition of their infinite military possibilities? How is it that Europeans never discuss the probability of the teeming millions of India conquering the world? The answer is that they know the majority of the natives of India are "not built that way." Nevertheless, I do not think that unless guided by national instincts, or unless, to use M. Hue's words, a "Tchongis or a Timur once more appears," the Chinese will ever enter on a career of worldwide conquest. Outlying and adjacent Asiatic races and countries they will probably rather inevitably assimilate, conquer, and annex. The Malay Archipelago will almost certainly be theirs, nominally and virtually. But further, in a military sense, I do not think they will go.
It is true of the Chinese "That the common sense of most holds a fearful realm in awe." The Chinese are, in their own way, a well-educated people, and read extensively. All their writings and philosophies decry and denounce war as unnatural and undesirable, as well as mostly unnecessary. These arguments are specially applied to wars undertaken for purposes of conquest or to acquire military glory. These reasonings, operating for centuries, must have, and have had, considerable influence on an educated people like the Chinese. Therefore, all Chinese Governments for centuries past have adopted, in theory at least and very often in practice, the view of the national philosopher, who declared that "the glory of the most splendid victory is but the light from a conflagration."

Now, why do I consider that the ultimate fusion of races will be effected on the whole peacefully? Because the Chinaman is so (if I may here use the word) unworldly in the matter of war. Place him where he will among the Indian women of British Columbia, in the Mauritius, in Africa, in the Sandwich Islands, in Malaysia—in fact amongst women of any race, he, to use a colloquialism, "tackles them all." Of the readiness of Caucasian women to assimilate or rather to permanently mate with the Chinaman hundreds of young fellows like myself are living and undoubted testimony. All Oriental lovers of women, and the Chinaman has the additional advantage in that he has no prejudices whatever. And to the Chinaman's credit, and to that of his Government, let this be said: He values his progeny, no matter from what race or manner of woman begotten; and to his children, especially his heirs male, the Chinese Empire opens its arms, claiming them as her children, and ready and anxious, if they have any ability whatever, to enlist them in her service.
It is no use denying that Caucasian women are ready to mix with Chinamen. Although in the Australian colonies, and in some of the higher and more secluded classes of their race, and suffer under a kind of social ban, European women (perhaps from the curiosity natural to the sex) in abundance mix and mate with Chinese. It is the old form of the forbidden fruit! Depend upon it, the man who wrote Genesis (this with all respect to female nature). I have occasionally heard Chinese who have served in high-class houses and families unfold tales funnier than their own. Nature has blessed you truly with a countenance which might belong to Gilted Bull, a Spaniard, an Arab or an Italian—no cream vendor, and fit any of them naturally. In my travels I have often enquired of me as to my somewhat hard-to-fix-on nationality. My outspoken reply that I am a Chinaman never seems to bar me from their good graces—say, it seems to act otherwise. Therefore I say that women of all races being ready to smile on Chinamen, and that Chinamen being equally ready to look with favour on all races of women, together with the number of Chinese and their peculiarities of being

able to live in any climate leads me to believe that the ultimate fusion of races, so far as the Chinese are concerned, will be more peaceful than, perhaps, may at first sight be expected. So much for the Chinaman.

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphates is especially adapted to all conditions where the tissues are wasting away from inability to digest and assimilate ordinary food. The combined virtues of the Cod Liver Oil and Hypophosphates produce a marked effect in such cases. They restore the wasted tissues, create an appetite, make new blood, heal the inflammation of the throat and lungs, and increase the flesh. In short they form the finest combined food and medicine that can be given the invalid. Any Chemist can supply it.—A. S. Watson & Co. (Ld.), agents in Hongkong and China.—*Advt.*

CHINA COAST METEOROLOGICAL REGISTER.

31st October, 1890.—At 4 p.m.									
STATION.	Latitude	Longitude	Baromet.	Therm.	Humid.	Wind	Dir.	Force	Weather.
Whitlock	22° 35'	113° 45'	30.15	77	77	SW	4	4	Cloudy
Taipei	22° 35'	121° 15'	30.15	77	77	SW	4	4	Cloudy
Keelung	25° 05'	121° 45'	30.15	77	77	SW	4	4	Cloudy
Keelung	25° 05'	121° 45'	30.15	77	77	SW	4	4	Cloudy
Keelung	25° 05'	121° 45'	30.15	77	77	SW	4	4	Cloudy
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Keelung	25° 05'	121° 45'	30.15	77	77	SW	4	4	Cloudy
Keelung	25° 05'	121° 45'	30.15	77	77	SW	4	4	Cloudy
Keelung	25° 05'	121° 45'	30.15	77	77	SW	4	4	Cloudy

1st November, 1890.—At 10 a.m.

STATION.	Latitude	Longitude	Baromet.	Therm.	Humid.	Wind	Dir.	Force	Weather.
Whitlock	22° 35'	113° 45'	30.15	77	77	SW	4	4	Cloudy
Taipei	22° 35'	121° 15'	30.15	77	77	SW	4	4	Cloudy
Keelung	25° 05'	121° 45'	30.15	77	77	SW	4	4	Cloudy
Keelung	25° 05'	121° 45'	30.15	77	77	SW	4	4	Cloudy
Keelung	25° 05'	121° 45'	30.15	77	77	SW	4	4	Cloudy
Keelung	25° 05'	121° 45'	30.15	77	77	SW	4	4	Cloudy
Keelung	25° 05'	121° 45'	30.15	77	77	SW	4	4	Cloudy
Keelung	25° 05'	121° 45'	30.15	77	77	SW	4	4	Cloudy
Keelung	25° 05'	121° 45'	30.15	77	77	SW	4	4	Cloudy
Keelung	25° 05'	121° 45'	30.15	77	77	SW	4	4	Cloudy

HONGKONG TEMPERATURE.

From Messrs. Geo. Falcous & Co.'s Register.	
To-day.	
Baromet.—1 p.m.	30.15
Thermometer—1 p.m.	77
Thermometer—4 p.m.	77
Thermometer—8 p.m.	77
Thermometer—11 p.m.	77
Thermometer—1 p.m. (wet bulb)	77
Thermometer—4 p.m. (wet bulb)	77
Thermometer—8 p.m. (wet bulb)	77
Thermometer—11 p.m. (wet bulb)	77
Thermometer—1 p.m. (near night)	77
Thermometer—4 p.m. (near night)	77
Thermometer—8 p.m. (near night)	77
Thermometer—11 p.m. (near night)	77

HONGKONG TEMPERATURE.

THEATRE ROYAL
CITY HALL, HONGKONG.
GRACIE PLAISTED'S "MY SWEET-HEART" COMPANY.
TO-NIGHT,
SATURDAY, 1st November,
Offenbach's Comic Opera
"GIROFLE GIROFLA."
TUESDAY NEXT, the 4th November,
"OUR BOYS."
THURSDAY NEXT, 6th November,
"LA PERICHOLE."
SATURDAY NEXT, 8th November,
"MARITANA,"
assisted by some of the
Leading Hongkong Amateurs.

Box Plan at Messrs. KELLY & WALSH'S.

CHAS. HARDING, Manager.

Hongkong, 1st November, 1890. [1486]

ZETLAND LODGE.

No. 525.

A REGULAR MEETING of the above

named Lodge will be held in the PREMISES

at 8.30 on THURSDAY, 1st NOVEMBER, 1890.

Visiting Brethren are cordially invited.

Hongkong, 1st November, 1890. [1497]

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND

CALCUTTA.

THE Company's Steamship

"WINGSANG,"

Captain Ste. Croix, will be despatched as above

on THURSDAY, the 6th inst., at 3 p.m.

This steamer has superior first class accom-

modation specially constructed to meet the

requirements of tropical climates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers, Hongkong.

Hongkong, 1st November, 1890. [1511]

NOTICE.

MR. MAHOMEDBOY FUCEERANY

being about to proceed to Bombay, Mr.

BOOMARDHOY MOVIE, assumes Charge

of any business from this date, and is authorized

to sign the Firm in Hongkong and China.

EBRAHIMBOY PARANEY.

Hongkong, 1st November, 1890. [1512]

TO LET.

No. 25, ELGIN STREET, behind the Old

Union Church.

Apply to

ACHEE & Co.

Hongkong, 1st November, 1890. [1514]

HONGKONG TRADING CO., LTD.,

(LATE THE HALL & HOLTZ CO-OPERATIVE COMPANY, LIMITED.)

NOW SHOWING.
AN ENTIRELY NEW STOCK OF
GENTLEMEN'S
HATS. CAPS. HATS.

Hosiery (Winter) Hosiery.
LATEST NOVELTIES.

HONGKONG TRADING CO., LTD.

(Late THE HALL & HOLTZ Co. Co., Ltd.)

Hongkong, 1st November, 1890.

MARINE HOTEL

HONGKONG.

THE Undersigned begs to notify the Public of Hongkong and the Coast Ports, that

THE MARINE HOTEL is NOW OPEN.

THIS FIRST-CLASS HOTEL is situated on the Praya West, opposite the Old F. & O.

Wharf, and is newly built after the designs of the Largest European Hotels—the BEDROOMS,

BATH-ROOMS, &c., are commodious, well ventilated, and well furnished, and are suitable for

Single or Married Persons. The DINING ROOM is large and looks on the Harbour.

The TABLE D'HOTE will be supplied with the best of the market can provide.

The BAR and BILLIARD ROOMS are on the Ground Floor, and are fitted up in

superior style. ENGLISH and AMERICAN TABLES.

WINES and LIQUORS of the best qualities and Brands only will be supplied.

The Undersigned therefore begs the patronage of the Public, hoping to give every satisfaction.

JAS. EDWARDS, Proprietor.

Hongkong, 11th August, 1890. [476]

WANTED.

A SMALL DYNAMO capable of burning 4

large or 10 or 12 small lights. Any one

with one to sell or for hire should

Apply to

J. H. HONGKONG TELEGRAPH CO.,

Hongkong, 27th October, 1890. [1487]

THE IMURIS MINES, LIMITED.

THE FINAL CALL of Five Shillings per

Share will be due on the 1st November,

1890, and Shareholders are requested to pay

the same to the Undersigned by Bank demand

draft on London in favour of ourselves, on or

before that date.

All Calls unpaid on the 1st November, will be

liable to interest at the rate of eight per cent.

per Annum.

JARDINE, MATHESON & Co.,

Agents.

Hongkong, 27th September, 1890. [1486]

HONGKONG FIRE INSURANCE

COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE

YEAR 1889.

SHAREHOLDERS in the above Company

are requested to furnish the undersigned

with a LIST of their CONTRIBUTIONS for the

year ending 31st December last, in order that the

distribution of the Profits reserved for Con-

tributors may be arranged. Returns not rendered

prior to the 30th day of November next, will be

adjusted by the Company, and no claims or

alterations will be subsequently admitted.

JARDINE, MATHESON & Co.,

General Managers,

Hongkong Fire Insurance Co., Ltd.

Hongkong, 15th October, 1890. [1443]

THE CHINA BORNEO COMPANY, LIMITED.

THE Second Ordinary Yearly MEETING of

SHAREHOLDERS in the above Com-

pany will be held at the Hongkong Hotel, on

SATURDAY, the 8th November next, at NOON,

for the purpose of receiving the Report of the

Directors and Statement of Accounts to 30th

June, 1890.

The TRANSFER BOOKS of the Company

will be CLOSED from the 1st November until

the 8th November, both days inclusive.

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 24th October, 1890. [1479]

PEAK HOTEL AND TRADING COMPANY, LIMITED.

NOTICE.

SECOND CALL OF \$15 PER SHARE

DUE JULY 17TH, 1890.

NOTICE is hereby given that unless the

above be paid together with interest at

the rate of 12 1/2% per annum from the said due

date, to the Hongkong and Shanghai Banking

Corporation, the said Shares will be dealt with

in accordance with the Articles of Association of

the Company.

By Order of the Board of Directors.

J. WHEELLEY,

Secretary.

Hongkong, 23rd October, 1890. [1475]

CAUTION TO SHIPPOWERS AND

CAPTAINS.

RAHTJEN'S ANTI-FOULING COM-

POSITIONS.

Other makes than our Original Manufacture

are now being sold.

The genuine and only Composition connected

with Mr. RAHTJEN himself is HARTMANN'S

RAHTJEN'S and packages are marked with these

words and Trade Mark an open hand in red.

REJECT ALL OTHERS.

Agents in Hongkong

F. BLACKHEAD & Co.

Hongkong, 26th July, 1890. [1093]

DENTISTRY.

FIRST CLASS WORKMANSHIP

AND

MODERATE FEES.

MR. WONG TAI-FONG.

Surgeon Dentist.

(Formerly called Apprentice, and latterly

assistant to Dr. ROGERS),

HAS REMOVED

from the Office formerly occupied by

Dr. ROGERS,

to No. 18, D'ARQUIER STREET

(behind the Hongkong Club).

CONSULTATION FREE.

Hongkong, 25th October, 1890. [1479]

Intimations.

NOTIFICATION.

BRITISH NORTH BORNEO & LABUAN.

REVENUE FARMS FOR 1891.

THE Government are prepared to receive

Tenders for the following Farms for 1891.

1. The Opium Farm.—Including the sole

right to import raw or manufactured Opium for

consumption in the Colony of Labuan and its

Dependencies, and in the State or District of

British North Borneo to which the Farm applies,

and to prepare and sell and or to license others

to prepare and sell Opium, Chandoo and Opium

Dross.

The Regulations governing the Farm are

contained in Labuan Ordinance No. 11, of 1871,

added in British North Borneo, and in Notifi-

cation No. 111 of 1889.

The Maximum retail prices allowed by the

Regulations are as follows:—

Tels. Chees. Hoons. \$ c.

Not more

than 270

Chees can

be prepared

from one

Bar row

Opium.

1 Ball 40.

Mails.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship "GAELIC"

will be despatched for San Francisco, via Yokohama, on MONDAY, the 3rd November, at 1 P.M.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

First-class Fares granted as follows:—

To San Francisco.....\$225.00
To San Francisco and return.....393.75
To Liverpool.....325.00
To London.....322.00

To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific, or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China, or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Passage or Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.

HONGKONG, 27th October, 1890.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship "CHINA"

will be despatched for SAN FRANCISCO, via YOKOHAMA, on THURSDAY, the 13th Nov., at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans, to the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To San Francisco.....\$225.00
To San Francisco and return.....393.75
To Liverpool.....325.00
To London.....322.00

To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific, or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China, or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.

HONGKONG, 27th October, 1890.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTERWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

NEW YORK, BOSTON, NEW ORLEANS, and other ports.

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on Goods, &c. Policies granted to all Ports of the world payable at any of its Agencies.

WOO LIN YUEN, Secretary.

HEAD OFFICE, No. 2, QUEEN'S ROAD WEST, HONGKONG, 1st February, 1892.

GENERAL NOTICE.

THE MAN ON INSURANCE COMPANY LIMITED.

CAPITAL SUBSCRIBED.....\$1,000,000.

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on Goods, &c. Policies granted to all Ports of the world payable at any of its Agencies.

WOO LIN YUEN, Secretary.

HEAD OFFICE, No. 2, QUEEN'S ROAD WEST, HONGKONG, 1st February, 1892.

GENERAL NOTICE.

THE MAN ON INSURANCE COMPANY LIMITED.

Mails.

CANADIAN PACIFIC STEAMSHIP AND RAILWAY COMPANIES.

PROPOSED SAILINGS FROM HONGKONG, 1890.

(Subject to Alteration).

BATAVIA.....FRIDAY.....Nov. 14th.
ABYSSINIA.....THURSDAY.....Dec. 4th.
PARTHIA.....THURSDAY.....Dec. 25th.
BATAVIA.....SUNDAY.....Jan. 25th.
ABYSSINIA.....THURSDAY.....Feb. 19th.

THE Steamship

"BATAVIA"

Captain Williamson, sailing at NOON, on FRIDAY, the 14th November, will proceed to VANCOUVER, via SHANGHAI, INLAND SEA, KOBE, and YOKOHAMA.

RATES OF PASSAGE.

FROM HONGKONG, FIRST CLASS.

To Vancouver and Victoria.....\$210.00
To Port Townsend, Seattle, Tacoma.....\$215.00
To Portland, Oregon.....\$220.00
To Winnipeg, Minneapolis, St. Paul.....\$250.00
To Chicago, Kansas City, Milwaukee.....\$275.00
To St. Louis, Detroit, Cincinnati.....\$280.00
To Hamilton, Kingston, London (Ont.), Ottawa, Toronto, Montreal, New York, Albany, Buffalo, Niagara Falls, Baltimore, Philadelphia and Washington.....\$290.00To Quebec, Boston, Portland (Maine).....\$295.00
To Halifax, St. John's.....\$305.00
To Liverpool.....\$320.00
To London via Liverpool.....\$330.00
To Paris and Bremen.....\$345.00
To Havre and Hamburg.....\$350.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials.

Return Tickets.—First and second class only.—Prepaid return tickets to Pacific Coast Ports, and to Eastern and Interior Points of Canada and U.S.A. will be granted, available for 6 months at 25 per cent. off Return Fare.

Time is reckoned from the date of landing to date of re-embarkation at Vancouver.

Passengers to Pacific Coast Ports and to Interior and Eastern Points of Canada and U.S.A. not holding prepaid return tickets but who re-embark within 12 months from date of landing at Vancouver will be allowed 10 per cent. off the return fare.

Prepaid return tickets to European points will be issued available for 12 months at double fares (Mexican Dollars).

CARGO.—Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of D. E. BROWN, Assistant General Freight and Passenger Agent, Canadian Pacific Railway Company, Vancouver, B. C.

Parcels must be sent to our Office with address marked in full by 4 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to ADAMSON, BELL & Co., Agents, Hongkong.

HONGKONG, 27th October, 1890.

ADAMSON, BELL & Co., Agents, Hongkong.

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Intimations.

Notice to Consumers

The PREPARATIONS OF

L. LEGRAND ORIZA-PERFUMERY

11, Place de la Madeleine, PARIS

Formerly 207, Rue Saint-Honoré

Such as: ORIZA-OIL, ESS. ORIZA, ORIZA-LACTÉ, CRÈME-ORIZA

ORIZA-VELOUTÉ, ORIZA-TONICA, ORIZALINE, ORIZA-SOAP

HAVE BEEN SUCCESSFUL IN OBTAINING THE PATRONAGE OF THE PUBLIC BECAUSE:

1° Their manufacture is supervised with the greatest care;

2° Their qualities are unalterable and their perfumes sweet.

As, in order to profit by their great reputation, the Oriza preparations have been counterfeited.

we warn Consumers not to let themselves be deceived.

The GENUINE PREPARATIONS are sold by all respectable Perfumers and Druggists.

Illustrated Catalogue sent from Paris post-free.

HONGKONG, 27th October, 1890.

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To be Let.

TO LET.

NOS. 7, 9 & 11, SEYMOUR TERRACE.

No. 4, OLD BAILEY STREET, OFFICES AND CHAMBERS in Connaught House, Queen's Road Central.

TUSCULUM, MAGAZINE GAP, No. 3, GOUGH HILL, The Peak, Furnished.

Apply to DAVID SASSOON, SONS & Co., Hongkong, 10th October, 1890.

TO LET, With Immediate Possession.

BLUE BUILDINGS, FIRST FLOOR of No. 1.

GROUND FLOOR of No. 2.

FIRST FLOOR of No. 3.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd., Hongkong, 29th October, 1890.

TO BE LET.

THREE HOUSES at Wild Dell Buildings, Wanchai Road.

A BUNGALOW and HOUSE on the Upper Richmond Road.

No. 1, RICHMOND TERRACE, Six Dwelling Rooms, English Kitchen, Fowl House, Conservatory, and well shaded Tennis Lawn.

Apply to HENRY HUMPHREYS.

TO BE LET OR SOLD, On favourable terms, with Immediate Possession.

EIGHT HOUSES at "Mountain View," Peak District, near Plunkett's Gap.

If sold part of the Purchase money can remain on Mortgage.

Apply to JOHN A. JUPP, 36, Queen's Road Central, Hongkong, 4th October, 1890.

TO LET.

FROM the 1st November next, Nos. 6 and 9, UPPER MOSQUE TERRACE.

For particulars, apply to H. J. SAMPSON, No. 7, Connaught House, Hongkong, 2nd October, 1890.

TO LET.

TWO Comfortable and well furnished Bed Rooms, with or without board.

Apply to Nos. 23 & 25, QUEEN'S ROAD EAST, Hongkong, 27th September, 1890.

TO LET, Immediate Possession.

OFFICES at No. 17, Praya Central (above Messrs. Douglas, Laprak & Co's Premises).

Apply to THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd., Hongkong, 23rd October, 1890.

TO LET.

FIRST FLOOR of HOUSE, 15, Praya Central.

2ND FLOOR of HOUSE, No. 64, Queen's Road Central.

Apply to LAI HING & Co., No. 153, Queen's Road Central, Hongkong, 22nd March, 1890.

HONGKONG, 22nd March, 1890.

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For Sale.

FOR SALE.

THE SHIPMASTERS' HANDY BOOK, by G. C. ANDERSON.